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O N T H E H E A L T H O F T H E P O R T O F P O O L E .

F O R T H E Y E A R

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PART II

PUBLIC HEALTH COMMITTEE 1958.

(acting as Port Health Authority)

Chairman:

Alderman D. A. HAYNES, J.P.

Vice-Chairman:

Councillor R. C. HART

Aldermen:

S.D. BALLAM	.....	J. BRIGHT, J.P.
G. BRAVERY	.....	A.B. HAYNES, J.P.

Councillors:

H.R.D. BAILEY	.....	MRS J.D.COLES.
R. BILLET	.....	G.F.L. DRUDGE.
E.S.A. CLAPP	.....	MRS E.M. HICKINSON J.P. (Sheriff)
		S.J.POLLARD.
		MRS A.WILLS.

OFFICERS OF THE AUTHORITY.

Clerk to the Port Health Authority
J. G. HILLIER, Town Clerk.

Medical Officer of Health.
JAMES HUTTON M.D., D.P.H.,

Deputy Medical Officer of Health.
D.S. PARKEN, M.B., B.S., M.R.C.S., L.R.C.P. D.P.H., D.C.H.

Port Health Inspector.
ROBERT LEGGAT, F.A.P.H.I.

Deputy Port Health Inspector.
C.B.T. GLOVER, M.A.P.H.I.

RODENT OFFICER:
G.W.SKEGGS.

Senior Clerk:
J.WAY.

PREFACE

To the Chairman and Members of the Public Health Committee acting for the Port Health Authority.

I submit for your information and consideration my Annual Report as Port Medical Officer of Health for the year 1958.

The report is made in accordance with Article 17 (5) of the Sanitary Officers (outside London) Regulations, 1935 and 1951. As a result of the Public Health (Ships) Regulations, 1952, the Minister of Health has reviewed the form and scope of the Annual Reports of Medical Officers of Health and in Port Form 20 enclosed with Circular 33/52 dated 6th November, 1952, he prescribes the form and sequence which the reports should follow.

One requirement of the Minister is that the information required by Section 1, V.VI, VII, XI, XV and XVI (all marked with asterisk) need only be given in full every fifth year and for the intermediate years only the changes which have occurred during the year covered by the report need be included. The full information required in these sections is set out in the annual report for 1955 and therefore this year only changes are recorded.

In presenting this report I have pleasure in taking the opportunity of expressing my thanks to the Harbour Master, Captain C.H.Horn, and the Officers of H.M.Customs for their ready co-operation and help during the year, and to the Port Health Inspector, Mr.R.Leggat and his Deputy, Mr.C.B.T.Glover, for their willing assistance and interest in the work.

Yours faithfully,

JAMES HUTTON,

Port Medical Officer of Health.

February, 1959.

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THE PORT OF POOLE

Constitution of the Port Health Authority

By an order of the Local Government Board dated 21st September, 1887, and an amending order dated 27th February, 1909, a Port Sanitary Authority was constituted to exercise the powers and functions assigned by the Order.

The style "Port Sanitary Authority" was changed to "Port Health Authority" in 1936.

The Port Health Authority is the Mayor, Aldermen and Burgesses of the Borough, acting by the Council.

Limits of Jurisdiction

The present limits of jurisdiction were fixed in 1909, as follows :-

"The jurisdiction of the said Port Sanitary Authority shall extend to all that part of the said Port of Poole aforesaid which lies to landward of a line drawn from the seaward extremity of the eastern boundary of the Borough of Poole to the seaward extremity of the headland known as Standfast Point; together with the waters of the said part of the Port and all docks, basins, harbours, creeks, rivers, channels, roads, bays and streams within that part of the said Port, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for that part of the said Port, and the place or places for the time being appointed for the mooring or anchoring of ships for the said part of the said Port under any regulations for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and for the purposes of any such Regulations as aforesaid, shall also extend to any ship which in pursuance thereof, or of any directions given thereunder shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither".

Port Facilities.

Poole is chiefly a cargo port, the majority of the vessels being engaged in the coastal transport of coal, oil and petrol. though there is also a regular traffic in timber from continental countries. During the summer the port is the base for pleasure steamers operating between the local seaside resorts, but this is the only passenger traffic. Fishing is still carried on from the port, though only during the short season are landings heavy. The harbour is one of the great yachting centres of Britain, and the building, servicing and repair of yachts and other boats is one of the industries of the port.

/over

The public quay accommodation consists of 3,000 feet frontage,
i.e.:

Hamworthy Quay	500 feet at 15ft low water ordinary tide				
Town Quay	1000 feet at 16ft	"	"	"	"
	1000 feet at 15 to 10ft	"		"	"
	500 feet shallow berthing (for yachts).				

There are also some 3,500 feet of private wharves, including 1,000 feet of wharfing constructed in 1950 by the Central Electricity Authority for the power station at Hamworthy. All the public quays are serviced by railways. Unloading equipment consists of two 3-ton electric travelling cranes belonging to the Harbour Commissioners and four electric cranes and two steam cranes belonging to private firms. There are, in addition, two privately-owned coal transporters each capable of dealing with between 1,000 and 1,200 tons of coal per day. Ship repairing facilities include seven yards capable of carrying out repairs to ships and yachts.

There is in the harbour an extensive safe anchorage. The depth of the water at the Harbour Bar is 13 feet at mean low water springs and the range varies from about 7 feet at springs to a few inches at neaps. Both the flood and ebb tides run at about three-quarters of a knot at the Bar. At the Haven entrance the maximum is $4\frac{1}{2}$ knots with about $3\frac{1}{2}$ knots for Bournemouth Roads, while in the rest of the harbour 2 knots is seldom exceeded.

The telegraphic address of the Port Health Authority is registered as "Portelth Poole".

Address and telephone number of Medical Officer of Health:-

Office: Public Health Department,
Municipal Buildings, Poole.
Poole 393.

Home: 23, Pearce Avenue,
Parkstone, Poole.
Parkstone 4140.

* I. STAFF. No change.

II. Amount of Shipping Entering the Port during the Year

Table B.

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having had, during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector	
Foreign Ports	+ 221	^{79,223} 79,223	1	196	None.
Coastwise	1067	371,057	-	252	None.
Total	1288	450,280	1	448	None

+ Does not include yachts.

III. Character of Shipping and Trade during the Year

Table C

Passenger Traffic

Number of passengers INWARDS - Negligible

Number of passengers OUTWARDS - Negligible.

Cargo Traffic

Principal IMPORTS - Coal, timber, grain, feeding stuffs, fertilizers, woodpulp, oyster shell, apples, onions, granite for road making.

Principal EXPORTS - Clay, coke, coke breeze, spent oxide, barley, caravans, scrap-iron.

Principal Ports from which ships arrive -

Channel Isles, near French ports, Antwerp, Rotterdam, Hamburg, Bremen and Baltic ports.

IV. Inland Barge Traffic

There is no inland barge traffic in the port.

*V. Water Supply

1. Source of supply for the district and shipping.

The water supply for the port and shipping is that from the town mains provided by the Poole Waterworks Undertaking from hydrants on the quay. It is softened, filtered and chlorinated water of high bacterial purity.

2. Reports of tests for contamination.

The town supply was sampled every two or three days throughout the year and every sample was reported as "Class I - highly satisfactory".

Table 1. Summary of the results of the first round of the survey. (continued)

Question	Response		Frequency	Percentage	Total
	Yes	No			
1. Do you have a car?	10	10	20	100%	20
2. Do you have a house?	10	10	20	100%	20
3. Do you have a job?	10	10	20	100%	20
4. Do you have a family?	10	10	20	100%	20
5. Do you have a pet?	10	10	20	100%	20

Table 2. Summary of the results of the second round of the survey. (continued)

Question	Response		Frequency	Percentage	Total
	Yes	No			
6. Do you have a car?	10	10	20	100%	20
7. Do you have a house?	10	10	20	100%	20
8. Do you have a job?	10	10	20	100%	20
9. Do you have a family?	10	10	20	100%	20
10. Do you have a pet?	10	10	20	100%	20

During the year 24 samples of water were taken direct from the hydrants used by shipping at the quays. Of these samples 20 were reported as Class I, 3 as Class 2 and 1 as Class 3. As the mains supply was beyond suspicion the unsatisfactory result was most certainly due to surface water contamination of the hydrant boxes and after cleansing and disinfection of the hydrants subsequent samples were satisfactory.

14 samples of water were taken for bacteriological examination from ships regularly using the harbour. 13 were reported as Class I and 1 as Class 4. The tanks of the ship with the unsatisfactory sample were sterilised and subsequent sampling proved satisfactory. One ship reported on arrival that notice had been received by wireless that her water supply was contaminated. The tanks were sterilised in accordance with the instruction of the Public Health Department and check samples were all Class I.

3. Precautions taken against contamination of hydrants and hosepipes. Hydrants and hoses are cleansed and flushed and connections disinfected regularly by the Waterworks Undertaking and instructions have been issued that all hydrants and hoses must be cleansed and flushed before each use.

On the quays water hydrants are fixed in boxes at ground level and it is almost impossible to keep the boxes free from road surface water. The replacement of hydrant boxes by fixed standpipes presents many practical problems on open public quays such as is the case at Poole, but with the help of Mr. R.S. Rendle, the Waterworks Engineer and Manager, an experimental type of pillar standpipe has been designed and with the agreement of the Water Undertaking and the Harbour Commissioners, one of these pillars is being erected to determine its practicability for this purpose.

4. Number and sanitary condition of water boats, and power of control by the Authority.

No water boats were in use in the harbour during 1958.

*VI. Public Health (Ships) Regulations, 1952

No change.

VII. Smallpox.

1. Name of Isolation Hospital to which smallpox cases are sent from the district.

Crabwood Smallpox Hospital, Nr. Winchester, Hants.

2. Arrangements for transport of such cases to that hospital.

Transport of smallpox cases would be carried out by the Ambulance Service of the Dorset County Council operating from the Poole Ambulance Depot.

The vaccinal state of the 14 ambulance personnel at this depot is that 10 were last vaccinated in 1957, 1 in 1955, 1 in 1953, 2 are excused further vaccination.

VII. (contd) Smallpox.

3. Name of smallpox consultant available.

Dr.A.F. Turner, County Hall, Dorchester.

4. Facilities for laboratory diagnosis of smallpox.

Suspected material is sent to:

Dr. F. O. MacCallum,
Virus Reference Laboratory,
Central Public Health Laboratory,
Colindale, London N.W.9
Tel: No. Colindale 6041.

* VIII. Venereal Disease.

No change.

IX. Cases of Notifiable and other Infectious Diseases on Ships.

Table D

Category	Disease	Number of cases during the year		Number of ships concerned.
		Passengers	Crew	
Cases landed from ships from foreign ports	None	None	None	None
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	None	None	None	None
Cases landed from other ships	None	None	None	None

X. Observations on the occurrence of Malaria in Ships.

None.

XI. Measures taken against Ships infected with or suspected for Plague.

None necessary.

XII. Measures against Rodents in Ships from Foreign Ports.

Poole is a "Designated Approved Port" for the issue of Deratting Certificates and Deratting Exemption Certificates in accordance with Article 17 of the International Sanitary Regulations, 1951, and Articles 19, 20 and 21 of the Port Health (Ships) Regulations, 1952 are enforced in the Port. Both the Port Health Inspector and the Deputy Port Health Inspector have been trained in deratisation procedure.

1. During routine inspection of ships by the Port Health Inspectors, masters and crew are interrogated as to the presence of rats and the ship in general and the crew's quarters in particular are examined for evidence of infestation. Where evidence is found or suspected a detailed search of the ship (including the holds) is made by the Rodent Officer who endeavours to secure one or more rats for bacteriological and pathological examination. Whenever a Deratting or Deratting Exemption Certificate is found to be out of date, or a certificate is needed, a detailed inspection and search of the ship is carried out jointly by the Port Health Inspector and the Rodent Officer before a certificate is issued or renewed. A similar procedure is adopted before the issue or renewal of Rodent Control Certificates for coastal ships.
2. Bacteriological and pathological examinations of rodents are carried out by the Public Health Laboratory, Bournemouth, (Director G.J.G. King, M.B., B.Ch.). In no instance were rats found on a ship inspected in the port during the year.
3. Small infestations of rats on ships are dealt with directly by the Rodent Officer, using standard trapping and baiting methods. Major infestations requiring large scale fumigations are carried out by any one of the commercial contractors on the Authority's list, the arrangements being made direct by the owners or agents.
4. Every effort is made by the Port Health Inspectors to secure improvement in the rat-proofing of ships where harbourage is found on inspection but, except in the cases of those ships based on the Port, very few opportunities arise for improvement of structures owing to the very short stay in port of the ships.

Table E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category	Number
Black rats ...	Nil
Brown rats ...	Nil
Species not known .	Nil
Sent for examination	Nil
Infected with Plague	Nil

The number of rats destroyed during the year in warehouses, etc. on the Quays was 93.

Table F

Deratting Certificates and Deratting Exemption Certificates issued during the year for Ships from Foreign Ports.

No. of Deratting Certificates issued.		Total	Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with				
H.C.N.				
1	Other Fumigant (State Method)	5	6	7
Nil	Nil	Nil	16	16

Rodent Control Certificates

One Rodent Control Certificate was issued during the year.

XIII. Inspection of Ships for Nuisances.

Table G

INSPECTION AND NOTICES.

Nature and number of Inspections	Notices Served		Result of Serving Notices.
	Statutory Notices	Other Notices	
Routine Inspections 320	Nil	71	Abated 57. Outstanding when ship left 14
Re-inspections 124	-	-	-
Re water supplies 8	-	4	Abated 4
Infectious Diseases -	-	-	-
Searches by Rodent Officer ... 16	-	-	-
Total 468	-	75	Abated 61. Outstanding 14.

* XIV. Public Health (Shell Fish) Regulations, 1934 and 1948.

Shell-fishing is carried on commercially in the harbour on a small scale. In the past takings have been mainly of cockles, with some periwinkles and whelks. Cockles are chiefly obtained in commercial quantities from the southern and western parts of the harbour, areas which routine sampling over the past eight years has shewn to be free from serious pollution. On the other hand, members of the general public frequently gather cockles from the developed and more built-up northern and eastern shores of the harbour where occasional pollution is more likely during periods of heavy rainfall owing to the presence of several sewer storm-water overflows.

Mussels are gross feeders and some of the largest beds are situated in the eastern area of the harbour which is liable to pollution from the sewer overflows and from the water from Poole Bay. As a result, regulations have been made by the Southern Sea Fisheries Committee prohibiting the taking of mussels, oysters and cockles - except as bait, from the eastern side of the harbour for consumption unless they are relaid for not less than four days in the western side of the harbour or subjected to some approved purifying process.

Two companies have been formed to revive the oyster fisheries in the harbour but they are not expected to reach commercial proportions for two or three years.

Results of bacteriological examination of shellfish obtained from
Poole Harbour in 1958.

Shellfish	No. of Samples.	Class I Satisfactory.		Class II Suspicious	Class III Unsatisfactory	Maximum number of faecal coli per 1 ml of shellfish in any sample.
		0 faecal coli per 1 ml. of shellfish	1-5 faecal coli per 1 ml of shellfish			
Cockles ...	22	15	5	2	-	10
Mussels ...	12	8	1	-	3	28
Periwinkles ...	-	-	-	-	-	-
Oysters ...	-	-	-	-	-	-
Total ...	34	23	6	2	3	-

* XV. Medical Inspection of Aliens.

Not applicable

* XVI. Miscellaneous

No change.

Pollution of the Harbour.

The waters of Poole Harbour are subject to some degree of sewage pollution from a number of sources. Probably the principal source is the discharge into Poole Bay of the sewage of the three towns situated on the shores of the bay, but the extent to which this affects the waters of the harbour has not been determined. However, the three towns now appear to be committed to sewerage schemes which will ultimately result in the diversion of the sewage of their areas away from the sea for treatment elsewhere. The first stages of the Poole and Bournemouth schemes are already under construction.

The initial stage of the Poole scheme is the diversion of the sewage from the Old Town and Longfleet areas - with a population of about 6,000 - to the new sewage disposal works at Broadstone. This stage is fairly well advanced and should be completed early in 1959.

The second stage is the complete sewerage of the Hamworthy area, with a population of about 6,500, the closing of the Hamworthy sewage disposal works and the diversion of all sewage to the main works at Broadstone. This stage is also in progress and will be in operation before the end of 1959. This diversion of sewage requires the enlargement of the sewage works, and an application to increase the capacity of the Works from 20,000 to 35,000 is before the Ministry. Work will be started on this extension within the next 3 months.

